

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 132	*	POPE	23	2
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT-	*D-9 CONT. MAINT. FY 04-11 98847	

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER
2	INDEX OF SHEETS, GENERAL NOTES, STANDARDS
3	SUMMARY OF QUANTITIES
4	BITUMINOUS MIX DESIGN
5	STRUCTURE GENERAL PLAN AND ELEVATION
6	STAGE CONSTRUCTION DETAILS
7	TEMPORARY CONCRETE BARRIER DETAILS
8	GENERAL PLAN VIEW SHOWING REMOVAL LIMITS
9	TYPICAL BACKFILL, TEMPORARY SHEET PILING
10	SOUTH ABUTMENT CONCRETE REMOVAL
11	NORTH ABUTMENT CONCRETE REMOVAL
12	DECK SLAB TYPICAL SECTION
13	TYPICAL APPROACH, REINFORCEMENT IN DECK SLAB
14	SOUTH ABUTMENT CONCRETE SUPERSTRUCTURE
15	SECTION F-F THRU DECK SIDE OF SOUTH ABUTMENT
16	SECTION G-G THRU APPROACH SIDE OF SOUTH ABUTMENT
17	SECTION VIEWS CONCRETE SUPERSTRUCTURE
18	NORTH ABUTMENT CONCRETE SUPERSTRUCTURE
19	SECTION A-A THRU APPROACH SIDE OF NORTH ABUTMENT
20	SECTION B-B THRU DECK SIDE OF NORTH ABUTMENT
21	BILLS OF MATERIAL, REINFORCEMENT DETAILS
22	BAR SPLICER DETAILS
23	HANDRAIL DETAILS (FOR INFORMATION ONLY)

STANDARDS

420401-05
420001-05
421001-01
606001-02
701201-01
701321-07
702001-03
704001-02

GENERAL NOTES

Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M322 Grade 60.

Factors used for estimating plan quantities are as follows and shall not be used for the basis of final quantities:

All Bituminous Concrete	2.016 Tons/Cu. Yd.
All Aggregate	2.05 Tons/Cu. Yd.
Bituminous Materials:	
On Pavement	0.09 Gal./Sq. Yd.
Intermediate Lifts (Fog Coat)	0.04 Gal./Sq. Yd.
On Aggregate Surface	0.32 Gal./Sq. Yd.
Aggregate (Prime Coat)	0.0015 Tons/Sq. Yd.

Earthwork compaction shall be to the satisfaction of the Engineer.

Protective Coat shall be applied to surfaces of all new concrete on the bridge deck superstructure accordance with Article 503.19 of the Standard Specifications. The seasonal exception shall not apply. The rate of application for each coat on saw cut grooved areas shall be 25 Sq. Yds. per gallon of mixture.

The thickness of bituminous mixture shown on the plans is the nominal thickness. Deviations from the nominal thickness will be permitted with the approval of the Engineer.

The advance detector loops are typically located 300 feet in advance of the stop bar. The Bureau of Operations should approve the loop locations prior to installation.

The centerline pavement marking shall be removed from the stop bar to the sand attenuators or drums. Edge line pavement marking shall be removed if a 10 foot lane width cannot be maintained. Temporary edge lines shall be installed if the edge lines are removed.

Any time the concrete barrier is not in the proper position, flaggers shall be in place to control traffic. The temporary traffic signals shall be set to flash all red.

"Narrow Bridge" signs with advisory tags as shown in the plans shall be erected between one "Road Construction Ahead" and the signal ahead signs.

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